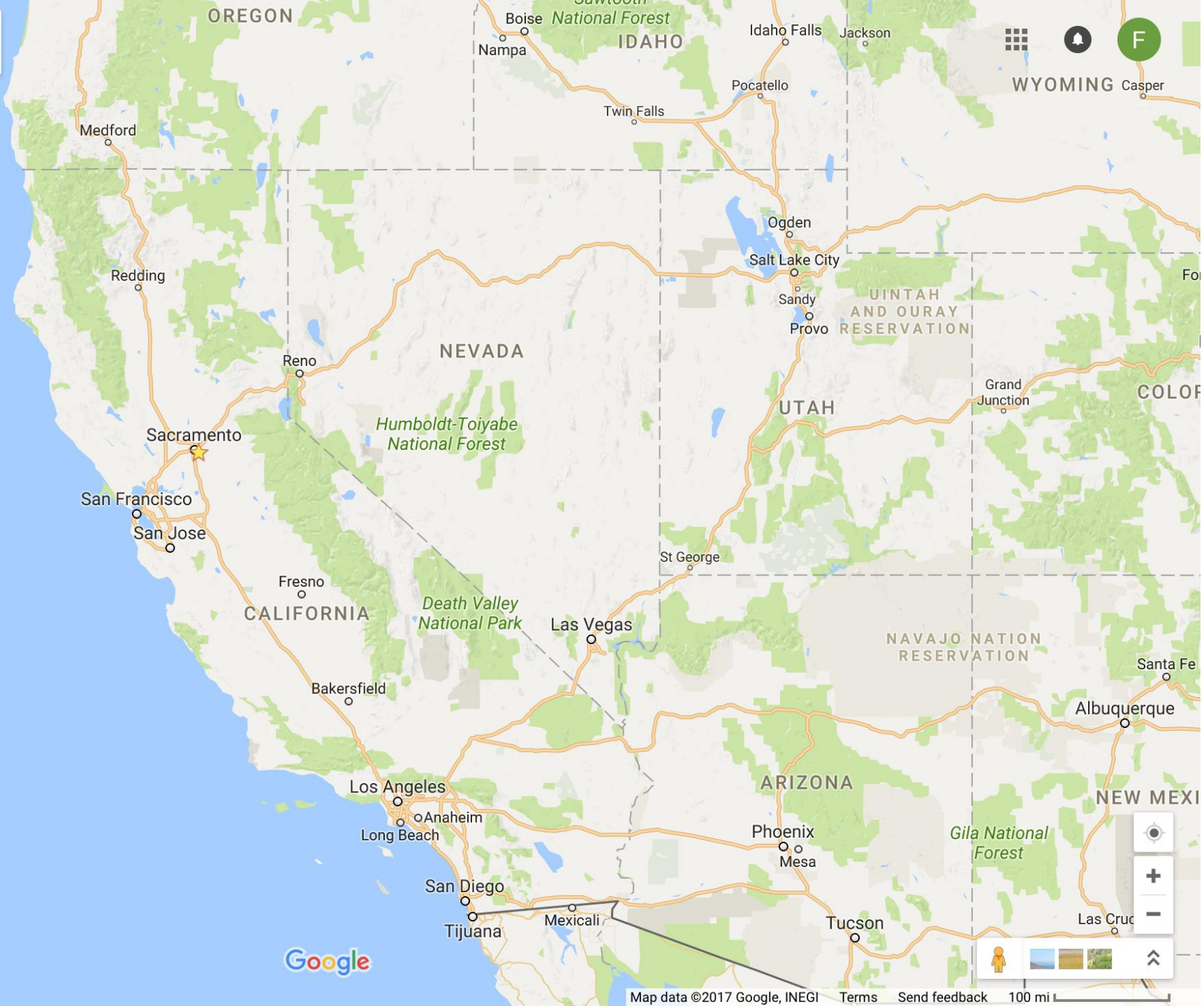
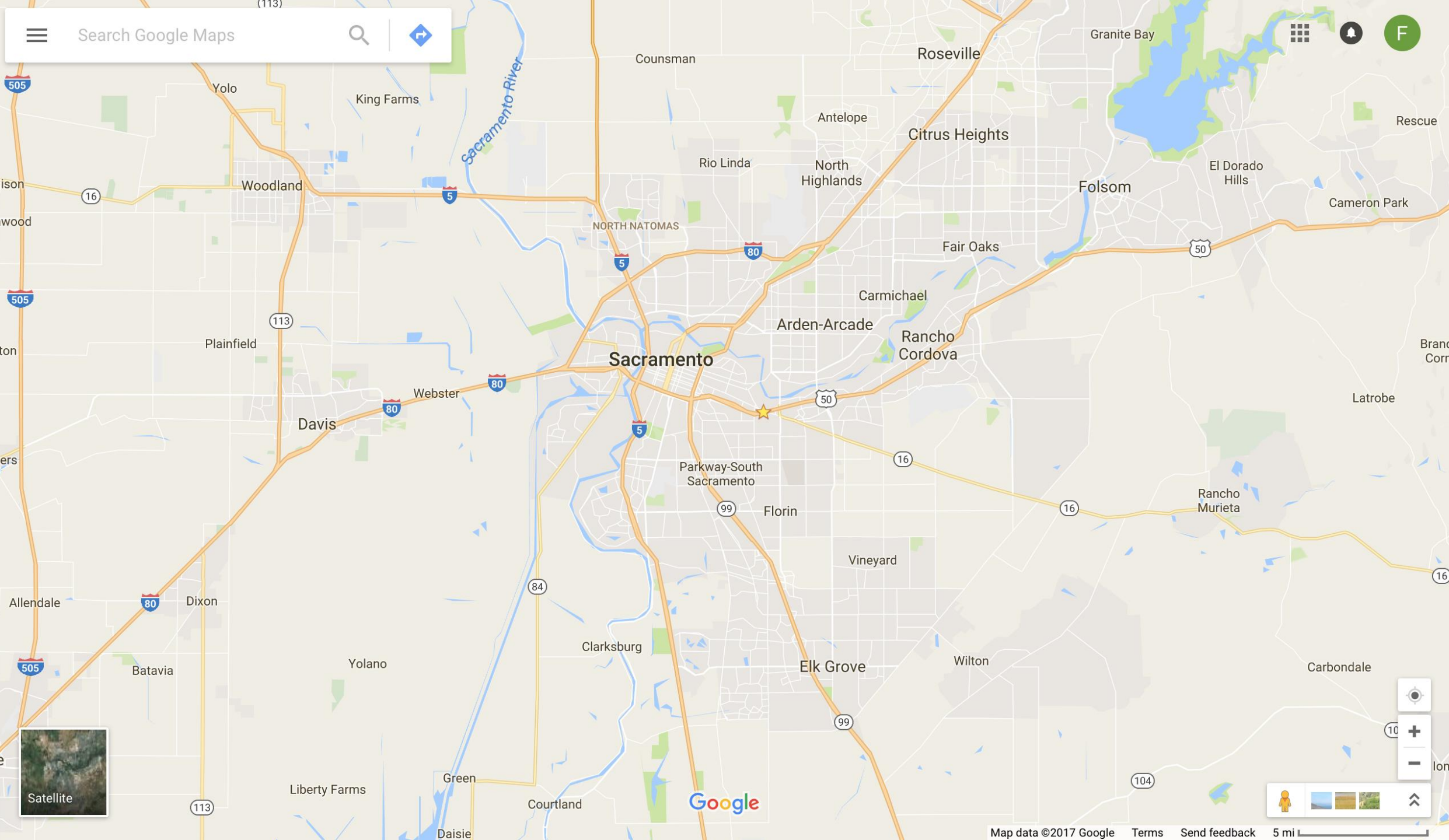


SACRAMENTO CITY

FEDOLIA “SPARKY” HARRIS, PRINCIPAL PLANNER







Search Google Maps



Tower Bridge

Central Pacific
Railroad Freight Depot

California State
Railroad Museum

Sacramento

Golden 1 Center

House Kitchen & Bar

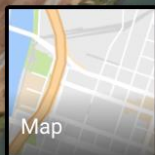
Cesar Chavez Plaza

Naked Lounge

Crocker Art Museum

California State
Capitol Museum

Google



2D

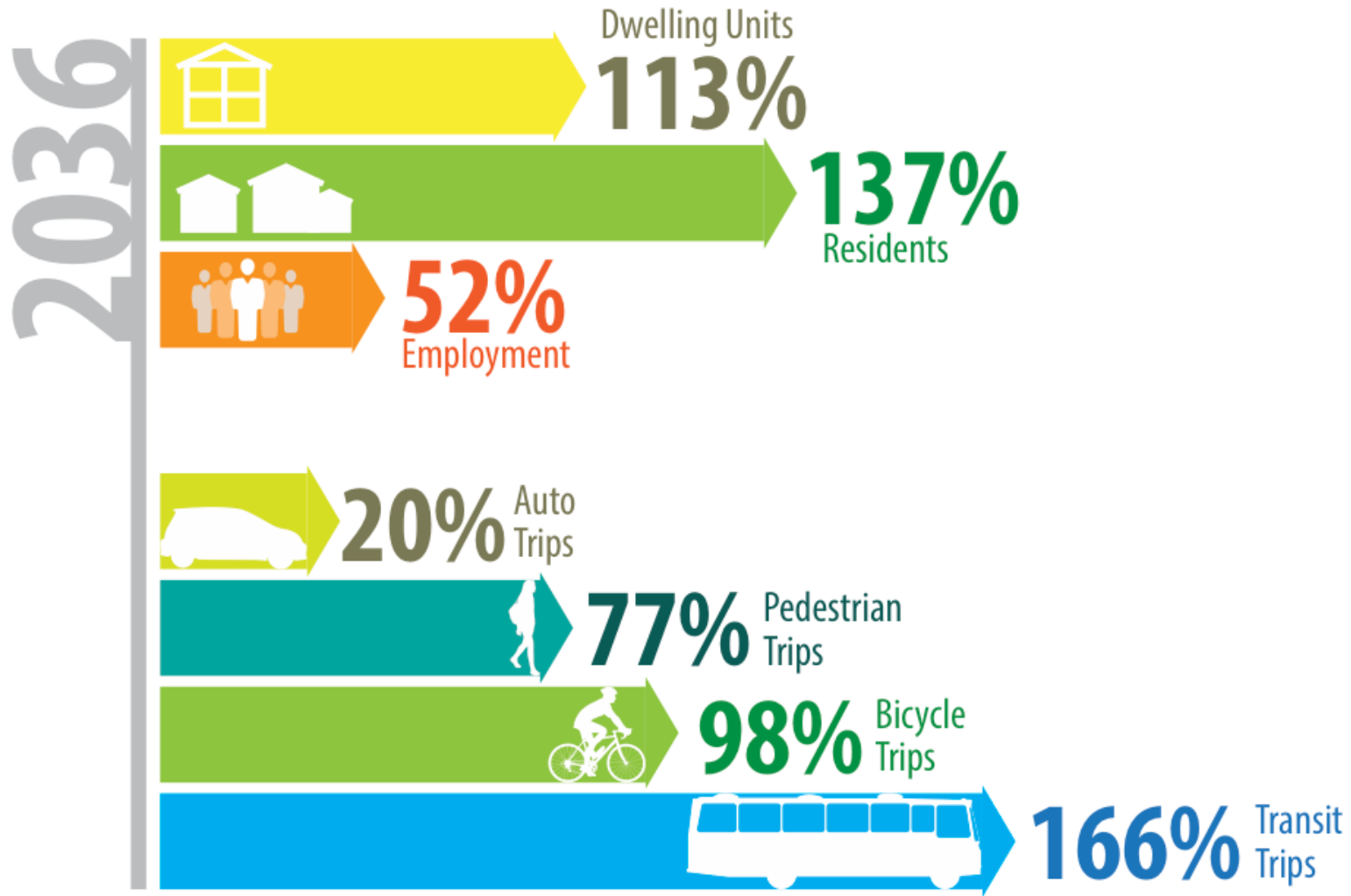




GRID 3.0

Planning the Future of Mobility
in the Sacramento Central City

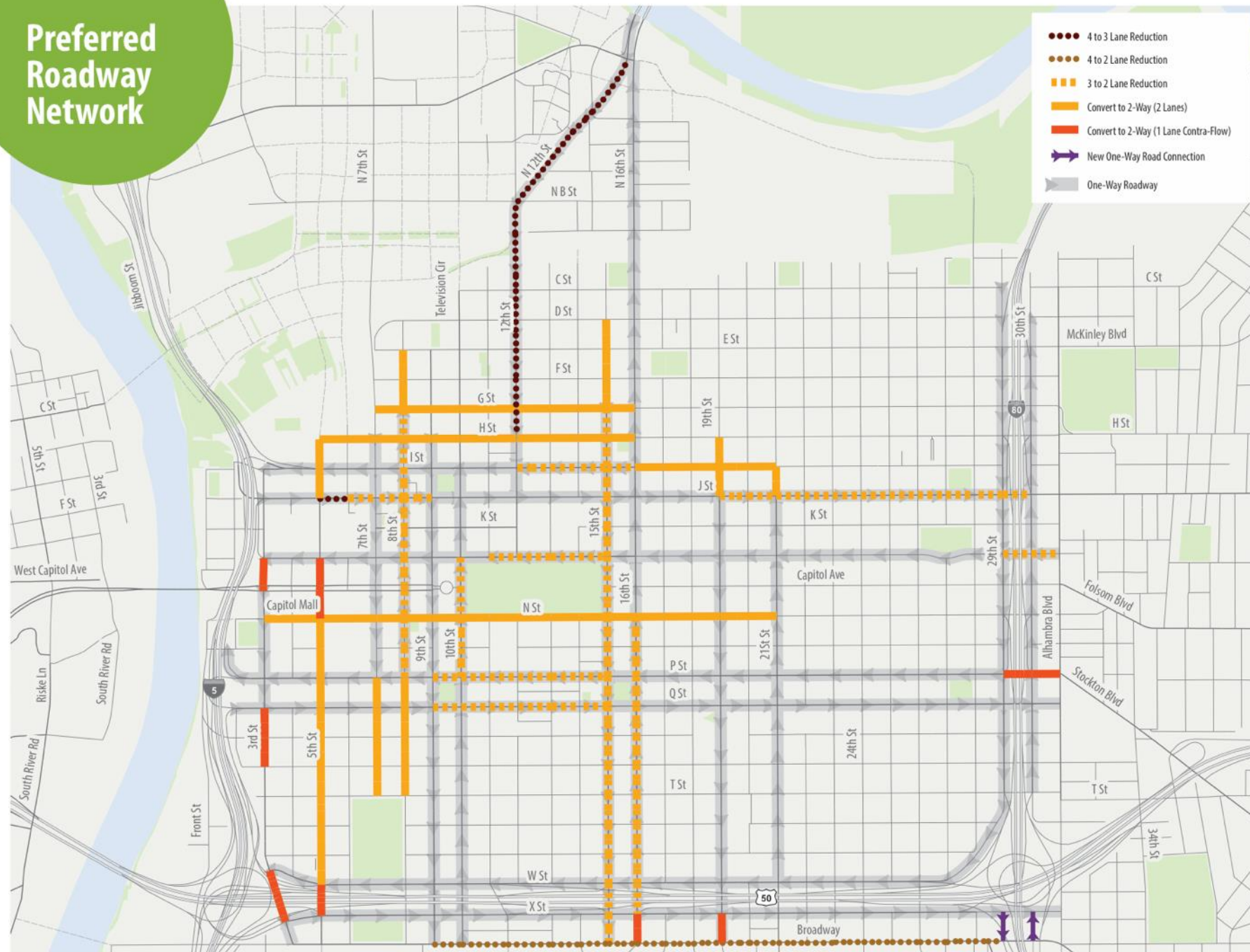
Adopted August 16, 2016





ROADWAY NETWORK

Preferred Roadway Network



total estimated project cost

\$24M

average cost per block

\$220,000

68 Blocks



2-Way
Conversions

26 Blocks



Broadway
Complete
Street

12 Blocks



2-Way
Conversions
with Contra Flow

2 Blocks



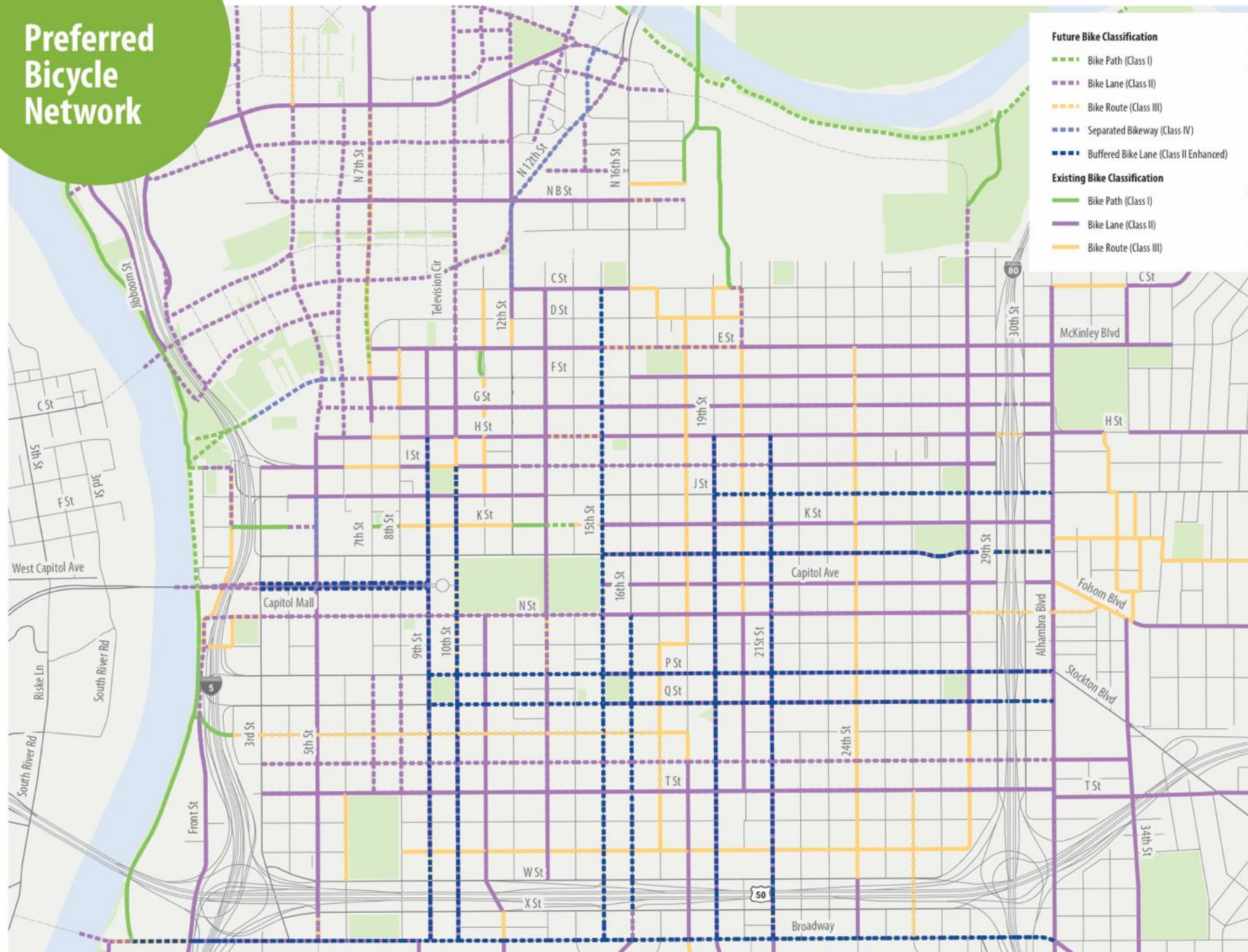
New
Roadway

ROADWAY NETWORK INVESTMENT STATISTICS



BICYCLE NETWORK

Preferred Bicycle Network



total estimated project cost

\$20M

average cost per block

\$90,000

68 Blocks



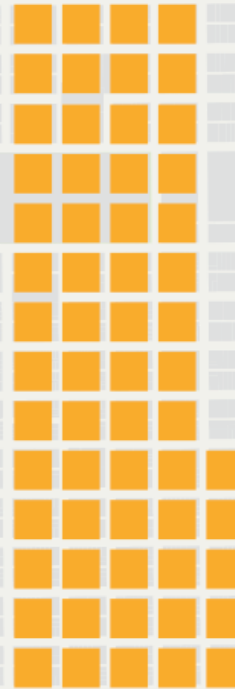
2-Way
Conversions

28 Blocks



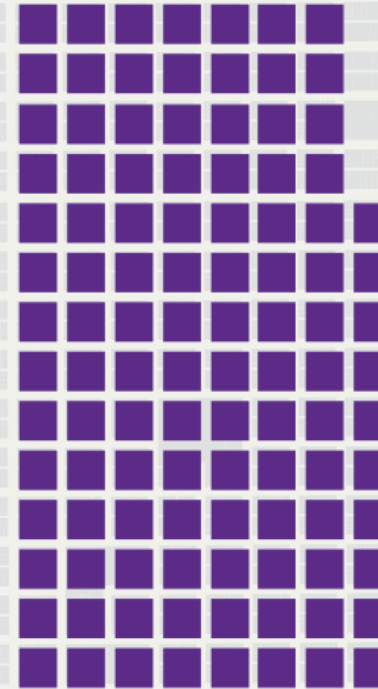
Center Turn
Lane Conversion

68 Blocks



3 Lane to 2 Lane
Conversion

108 Blocks



Convert to Buffered
Bike Lane

5,000 Feet



Class I
Bike Path

BICYCLE NETWORK INVESTMENT STATISTICS

Downtown/Riverfront Streetcar

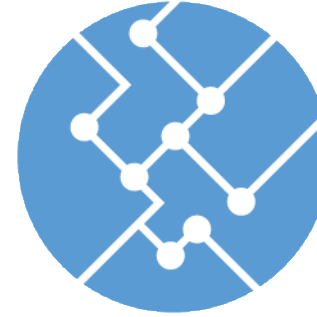


Benefits of the Streetcar



Improves Environmental Sustainability

Cuts traffic/congestion, reduces pollution and GHG emissions



Increases Connectivity

Connects existing and emerging destination sites



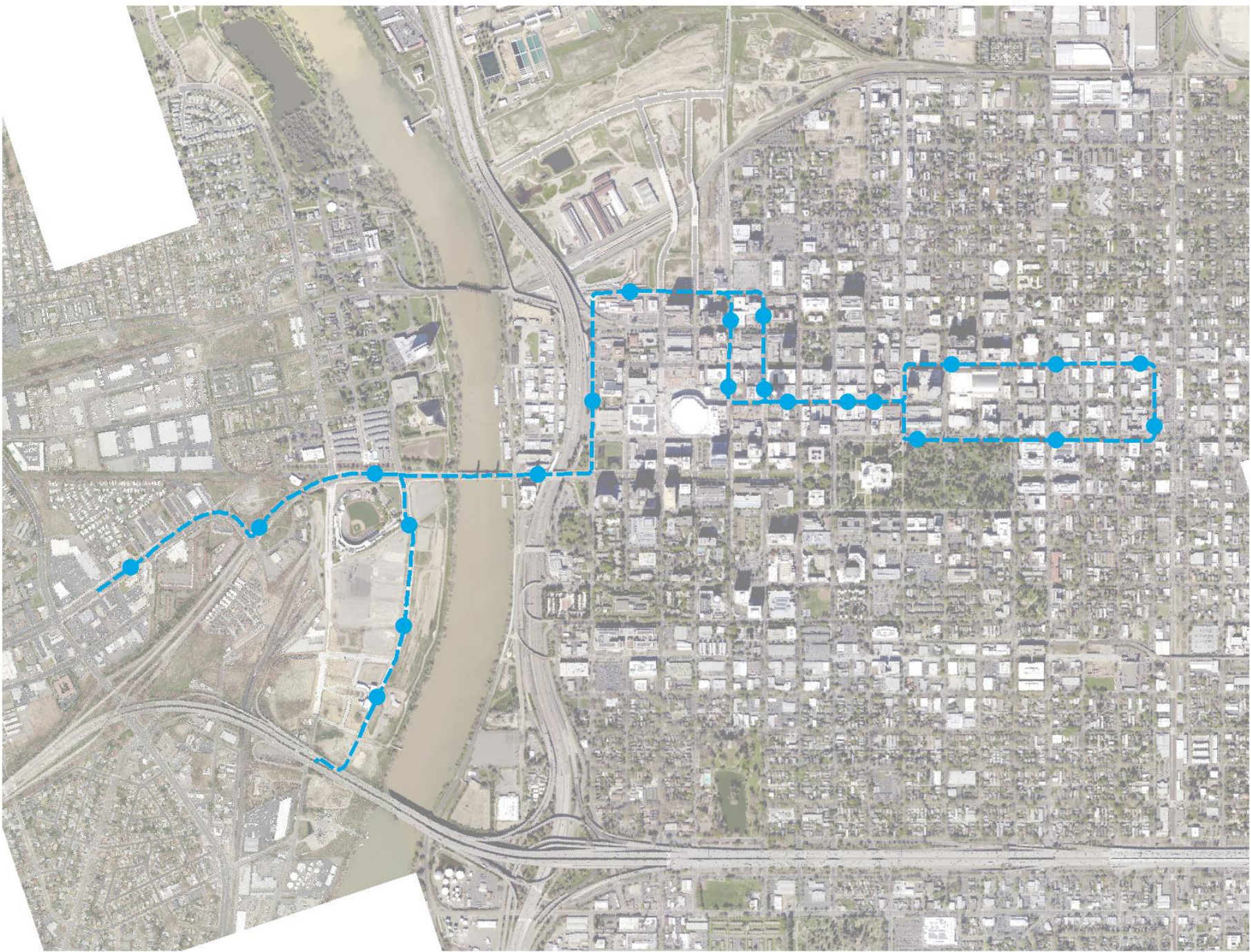
Promotes Mobility

Eases parking bottlenecks and improves pedestrian circulation



Stimulates Economic Vitality

Encourages economic activity and retail sales



FOURTH STREET

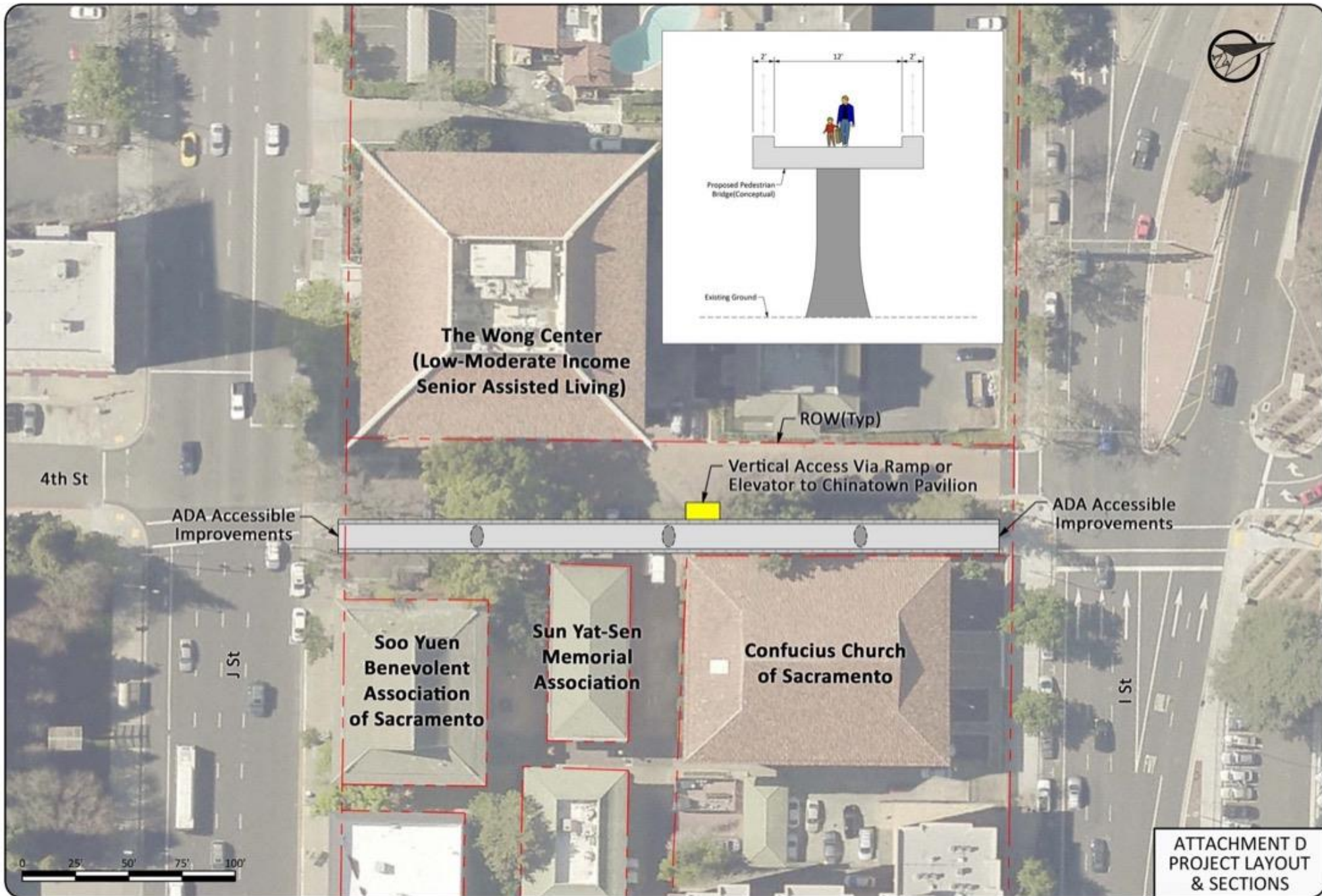
Proposed Improvements
 Mobility Barrier
 Existing Routes
 Car vs Bicycle Collision
 Car vs Pedestrian Collision
 Disadvantage Communities

- A** Direct route between train station **1** and major destinations is shrouded by trees and enclosed monumental Chinese buildings which is a visual barrier to active users at street level.
- C** Chinatown (located between I Street and J Street; between 3rd Street and 5th Street) is subterranean (approximately 14-feet below street level). Pedestrian street-level access to the Chinatown Plaza is not ADA accessible. Pedestrians leaving the train station walk south across the I Street crosswalk directly into Chinatown's emergency vehicle access ramp. Individuals with disabilities encounter difficulties resurfacing to street level.
- D** In lieu of Fourth Street, pedestrians head east to Fifth Street, which is a high stress street serving more vehicles. There is vehicle-pedestrian collision history that could be eliminated in the future if the lower stress Fourth Street route is implemented.

- 1 Sacramento Valley Station
- 2 Sacramento Downtown Plaza/
K Street Mall
- 3 The Wong Center (Low-Moderate Income
Senior Assisted Living)
- 4 Ding Yuen Apartments
(Section 8 Senior Housing)
- 5 Confucius Church of Sacramento
- 6 Sun Yat-Sen Memorial Association
- 7 Ong Ko Mei Benevolent Association
- 8 Soo Yuen Benevolent Association of
Sacramento
- 9 Bing Kong Tong of Sacramento
- 10 Pagoda Events
- 11 Vagabond Inn
- 12 US Federal Court Building
- 13 Sacramento Housing & Redevelopment
Agency
- 14 Golden 1 Center
- 15 Holiday Inn

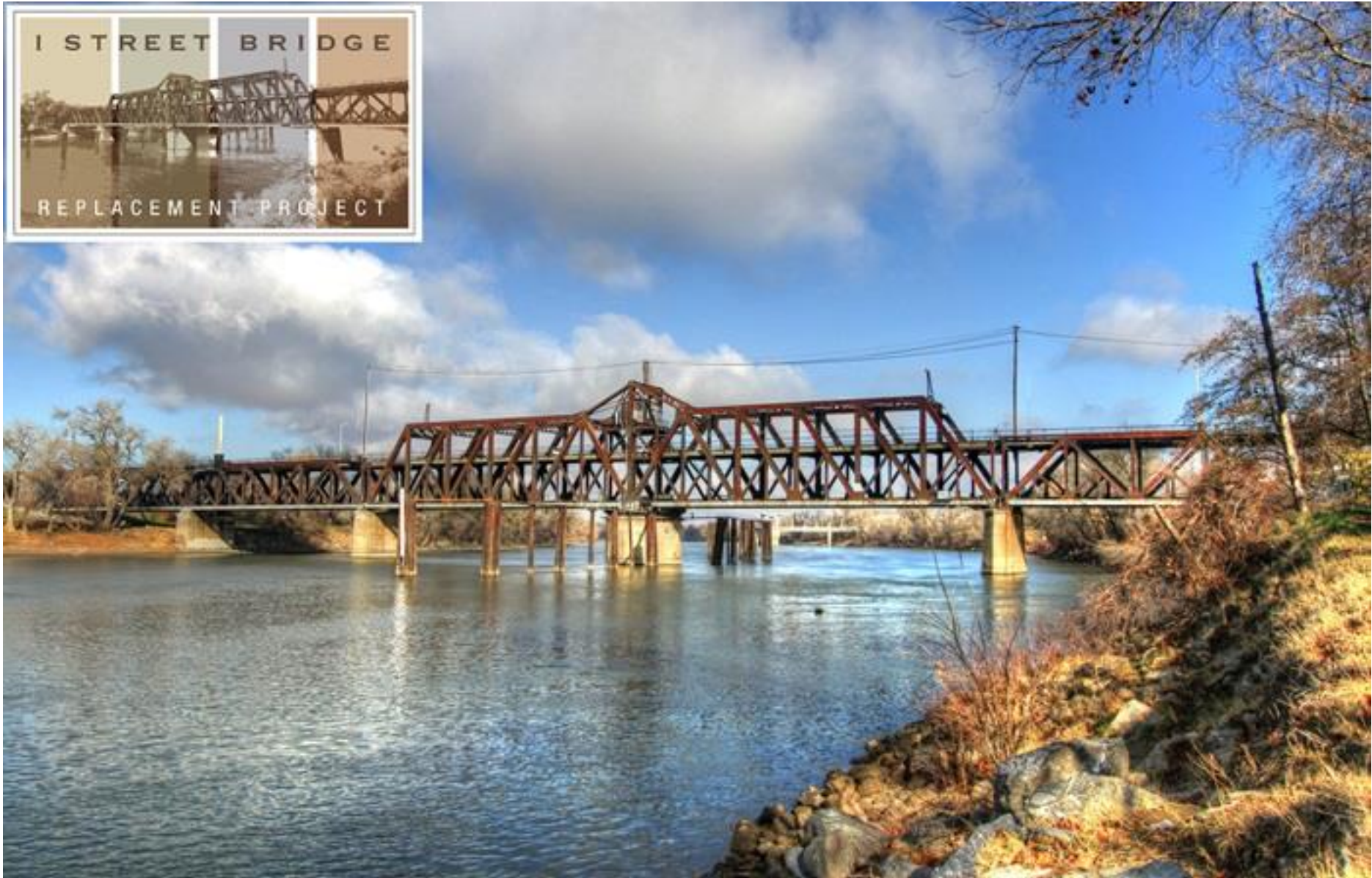
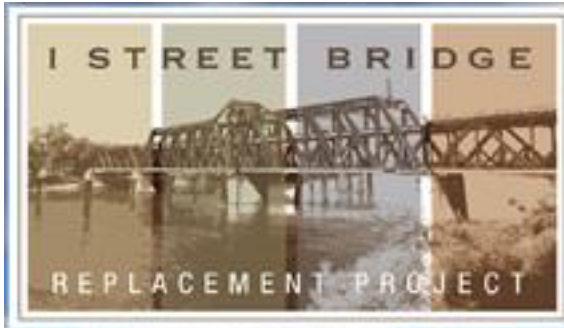
| Type of Collision | No. of Collisions | Extent of Collision |
|-------------------|-------------------|---------------------|
| Bicycle | 2 | Injuries |
| Pedestrian | 14 | Injuries |

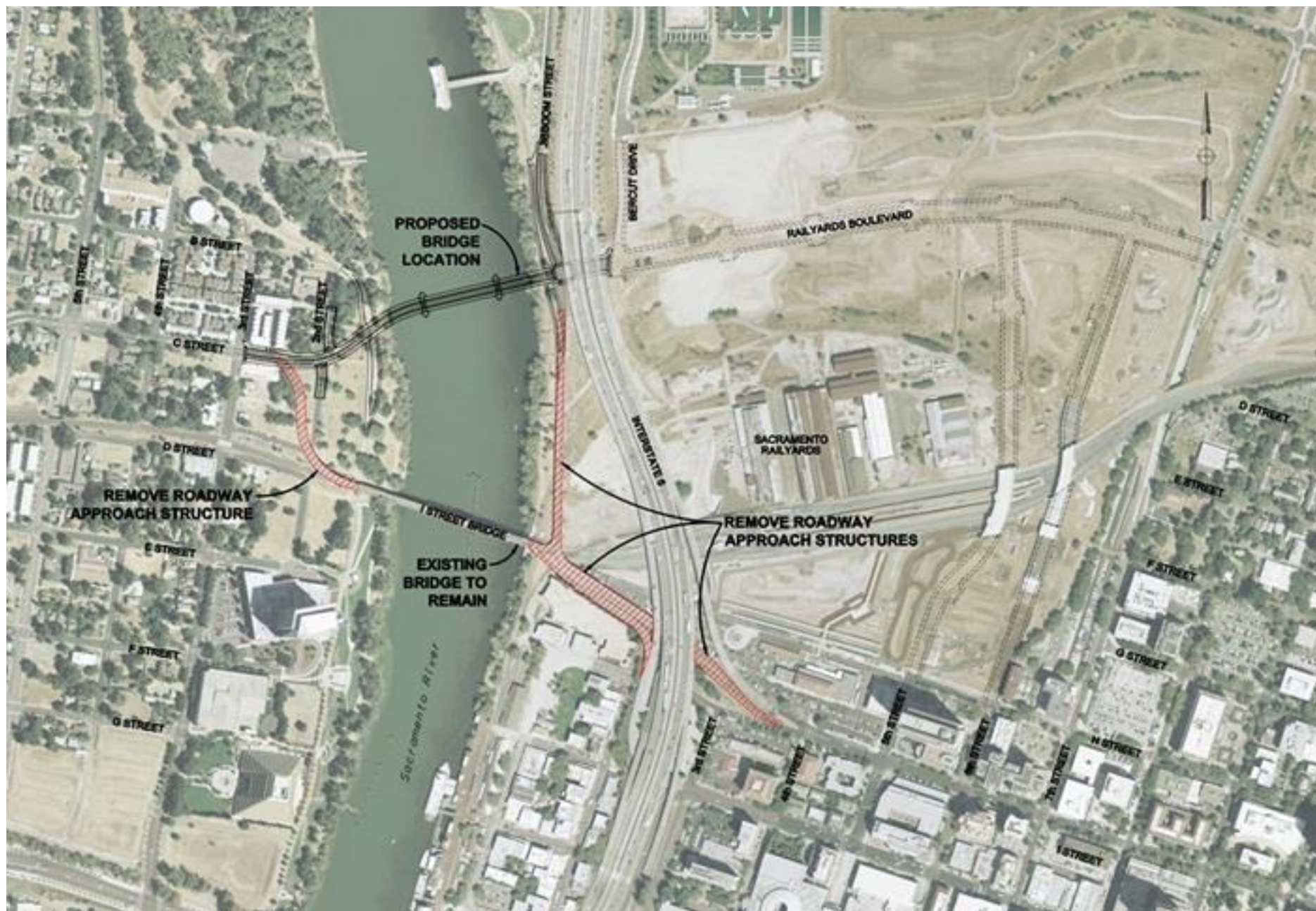




Fourth Street Pedestrian Access Improvements

I STREET BRIDGE REPLACEMENT





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QUESTIONS?